

Scrutineers' Bulletin

January 2022 – 194

COVID-19 Updates

In response to the latest Government Guidance, Motorsport UK are updating their COVID-19 guidance for each of the UK nations. The latest guidelines will be made available on the Motorsport UK website: www.motorsportuk.org/covid-19.

2022 Licensed Officials Webinars

As advised before Christmas, we have taken the decision to cancel the face-to-face element of the 2022 Licensed Officials' seminar series for Scrutineers, Clerks and Stewards due to the ongoing situation with COVID-19 and the risk it presents to both our staff and delegates.

Instead, on **Saturday 12 February**, we will be holding two webinars for Licensed Officials. The morning session will be targeted at Clerks and Stewards and will focus on Incident Management and Judicial basics. The afternoon session will be for Car Scrutineers and will also touch upon Incident Management basics before focussing on regulation updates and the Future of Scrutineering. There will be a separate session for Kart Scrutineers.

Details on how to register will be emailed directly to the relevant officials shortly. The session timings will be as below:

12 February 2022 – Clerks and Stewards (10.00am – 12.00pm)

12 February 2022 – Car Scrutineers (1.30pm – 3.30pm)

In order for your attendance at the webinar to count towards your grade maintenance requirements, you will need to undertake a short online assessment after the webinars have taken place.

Further sessions for each discipline, focussed on specific topics such as Race Judicial, Driving Standards and Serious Incident Reporting will take place in the weeks thereafter and you will be contacted directly with further information.

If you have any queries, please email training@motorsportuk.org



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Historic Eligibility Training

Further to the article in previous Bulletins, we have received a good response from Scrutineers keen to attend a Historic Eligibility training session. However, as with the Licenced Officials Seminars, for the safety and wellbeing of our officials, we will postpone the running the face-to-face training sessions until government guidance on coronavirus is relaxed, we hope to be able to organise these sessions later in 2022.

Seat Homologation Extensions

We would like to remind you of the extension the validity of certain FIA-homologated competition seats by one year due to the COVID-19 pandemic. We published the amendment in March 2021 to confirm that competitors who were unable to benefit from the full usable life of **seats that expired during 2020 or 2021** will be able to use them for a further 12 months beyond their already extended homologated life.

The applicable Regulations are (N)6.13.6.1 for Rallycross and (R)48.10.6 for Stage Rallying, and the extension now applies specifically as follows:

Seats with a 'Not Valid After' date (on the original homologation label) of 2019, may be used until 31 December 2022.

The validity dates above take into account the additional two years' use over the FIA homologation validity already afforded to seats used in National Events in these disciplines.

The date of implementation of the above Exemption (Regulation (A)2.4) was immediate and will cease on 31 December 2022.

List 1B Tyre Clarification

Following a number of recent enquires we would like to clarify the meaning of the annotation 'pre 1/10/1990' which appears for certain tyres on List 1B. Section L5 confirming that these tyres can only be used on cars first registered before 01 October 1990.

For a tyre to be sold as legal for use on the public highway it must meet EU Regulations 1222/2009 often referred to as labelling regulations. List 1B is a list of road legal tyres suitable for competition use and it is a requirement for tyres on this list to be compliant with EU1222/2009 ensuring that 1B tyres are true road tyres suitable for use in the Road Car category of Speed events. However, the EU regulations exempt tyres from 1222/2009 if they are sold exclusively for use on vehicles registered pre 1/10/1990. That is why certain tyres on 1B are annotated as such. Effectively they are only a road legal tyre on cars registered prior to this date.

However, we have had it clarified by the tyre manufacturers that where the EU legislation refers to "cars registered for the first time before 1st October 1990" It is the date the model of car was first registered, i.e. type approved or similar. Not the individual DVLA registration date of a specific car.

To use a common example, the basic Caterham 7 model has been in production since the mid-1970s largely unchanged and therefore can be considered a model of car registered for the first time before 1/10/1990 and thus able to use those tyres annotated as pre-1/10/1990 as a list 1B tyre irrespective of the individual vehicle's registration date.



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Overalls – Embroidery, Badges and Printing/Transfers



We published this article in Bulletin April 2021, but the photographs above sent in by a Scrutineer from an event at the end of last year shows that this is still an issue that Scrutineers will come across. Therefore, to ensure consistency of approach, we would like to reiterate the guidance, including the useful table below, as a reminder of the requirements:

| | 8856-2000 | 8856-2018 |
|----------------------|---|---|
| Embroidery | Through the outer layer of the garment only. | |
| Badges | Stitching to attach the badge can go through all layers. Thread used to attach the badge must be flame-resistant. Backing of the badge must be flame-resistant. | |
| Printing / Transfers | Carried out only by the manufacturer of the garment. | Carried out only by the manufacturer of the garment. Must be accompanied by a customisation certificate from the manufacturer. |

In addition to the above summary, you can see the FIA requirements in their Appendix L, Chapter III, Article 2 [here](#), as well as full details in each of the Standards – 8856-2000 [here](#) (see Appendix 1) and 8856-2018 [here](#) (see Appendix F).

Where there is a requirement for flame-resistant thread, or badge backing, the burden of proof rests with the competitor. We would advise that they keep details – or an example – of the thread or backing used to hand, so that you can review it when checking the overalls and make a judgement based on what is available.

For the newer 8856-2018 Standard, the manufacturer has an obligation to supply a Customisation Certificate confirming the origins of the printing/transfers with any garments where this has been carried out by them. This is not though the case for the older 8856-2000 Standard, and we recognise that scrutineers are unlikely to be able to identify with any certainty whether the printing/transfers onto 8856-2000 overalls were carried out by the garment manufacturer, or by some other party. Sometimes the quality of the finish can be a useful guide – some aftermarket finishes will be more ‘plastic’ in appearance, being smoother and shinier when compared to the printing of the manufacturer. Unfortunately, there isn’t a fool-proof solution to this, and although with most



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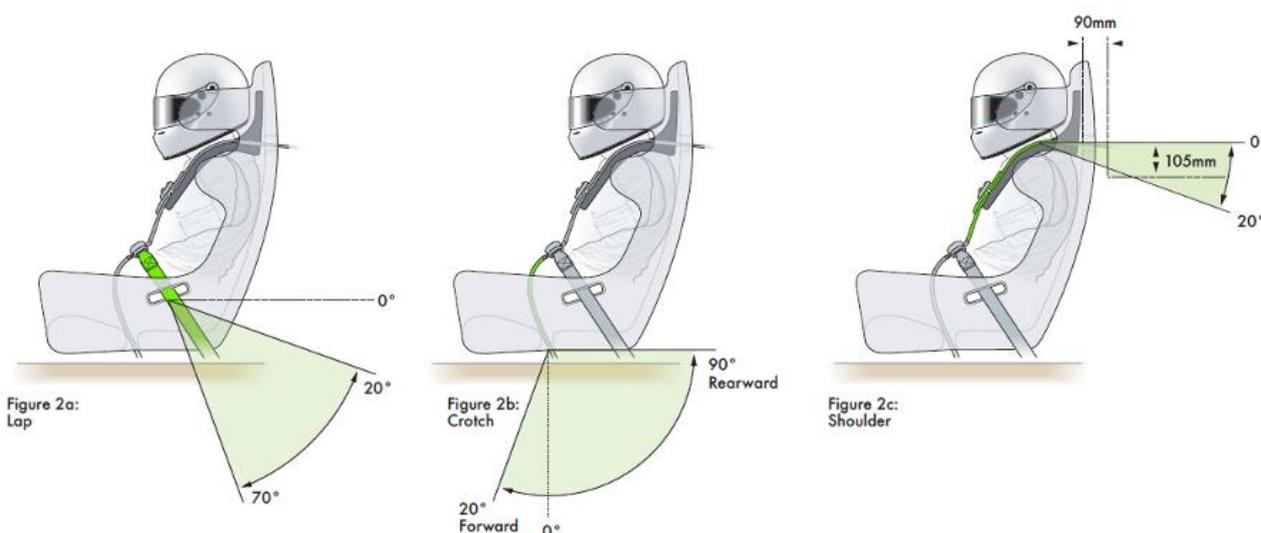
manufacturers they can make a specific check, this is not going to help you with the time-pressures of scrutineering. If it appears to be a genuine manufacturer production, then fine. If it appears more likely to have been an after-market application, then take details of the overalls and some images and forward this to the Technical Team at technical@motorsportuk.org, using your discretion as to whether you pass the overalls for that event or not. It is the usual common-sense approach, if the overalls appear to have seen a bit of life and the printing/transfers are pristine then it suggests it may have been a recent addition. If the printing/transfers and overalls appear to have always been as presented, then there is greater chance that the printing was manufacturer applied.

FIA Safety Bulletin - Clarification

In the December Bulletin we published FIA Safety Bulletin #10 giving their latest guidance on harness use and installation. Keen readers would have noticed in article 5 of this bulletin (copied below) that the recommended angle for the crotch strap installation (fig.2b) has changed to allow up to 90° rearwards, where the previous guidance was a maximum of 20°.

5 - Safety Harness Installation

The safety harness must be installed in accordance with the FIA International Sporting Code under Appendix J or/and to the championship technical regulation, but whenever possible it should be as close as possible to the angles shown below.



This new guidance is published by the FIA following a review of harness installation requirements by their Safety Department and will be reflected in the FIA Appendix J art.253 regulations from 2023. Although not appearing in regulation until next year, the FIA Safety Bulletin gives the current best practices, and the guidance can be implemented with immediate effect.

TKM volume checking

The procedures for carrying out cylinder head volume checks on the TKM BT82 engine have been updated in the TKM class regulations for 2022. See the 2022 TKM engine fiche, or 2022 Karting Yearbook regulation D34.4.24 for the full details.



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Bambino Engine – Comer C50

The Comer C50 engine fiche and Bambino Class Regulations have been amended for 2022 to include the option of a new specification “C50 Green” (C50G) variant, to account for changes that the manufacturer has had to make to comply with current environmental regulations. The following paragraph from A1.4 of the Karting Yearbook class regulations explains further:

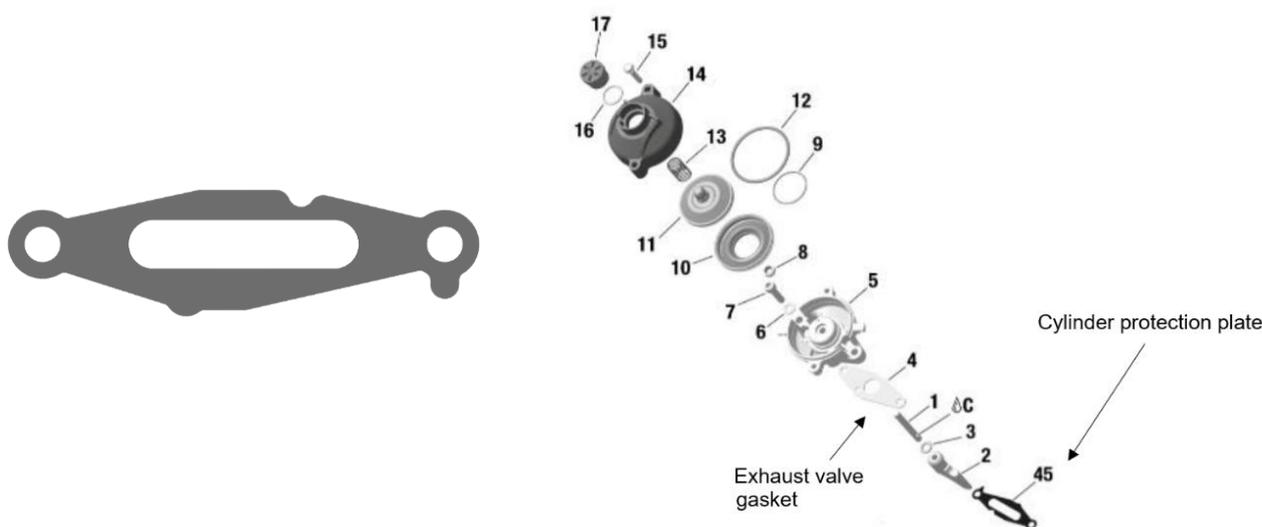
To comply with Euro Environmental Regulations a new specification of engine will be available called C50Green (C50G) identified by green cylinder and crankcase seals and new parts in the Motorsport UK homologation fiche. The C50G package of cylinder, piston, crankshaft and exhaust can be fitted to existing C50 engines. All 4 C50G components must be used (except that C50G exhaust on its own can be used on C50 engine) and C50 crankcase must be fitted with a minimum of 1.00mm base gaskets. For C50G crankcase base gasket sizes are free. C50G engines identified by green seals cannot be fitted with C50 spec cylinder, piston, crankshaft and exhaust. The new C50G exhaust can be fitted to both C50 and C50G spec engines.

This paragraph also details in what combination the new elements of the engine can or must be used. The engine homologation fiche has been updated with details of all of the new/ changed components and is available to access and download in the ‘Technical: Kart’ section of the Resource Centre on the Motorsport UK website at <https://www.motorsportuk.org/resource-centre/>.

Additionally, 2022 Motorsport UK Karting Yearbook Amendment 1 has recently been published and updates the new allowable maximum ignition timing to 4.9mm before top dead centre (A1.4 vii). The amendment can be downloaded from the same location as above, and the online version of the Karting Yearbook has been updated with this change highlighted.

Rotax engine fiche

Please note that the Rotax FR125 engine fiche has been updated for 2022 to include a new optional exhaust valve cylinder protection plate for Senior engines. This is also referenced in the Rotax Senior Max class regulations in the 2022 Karting Yearbook, regulation E2.4.5.2. A reminder that this is an optional part, and if fitted it must be between the cylinder and exhaust valve gasket in accordance with the updated fiche, available to access and download in the ‘Technical: Kart’ section of the Resource Centre on the Motorsport UK website at <https://www.motorsportuk.org/resource-centre/>.



IAME X30 tyres

The slick tyres for use in the three X30 classes have been updated for 2022. The new slick tyres for each class are as follows:

X30 MiniX – K2H

X30 Junior – K2H

X30 Senior – K2M

Note that the class regulations allow for the previous slick tyres – K2H for Senior and K1H for Mini/Junior – to continue to be used until 31 March 2022 at Club meetings only. Wet tyres are unchanged.

Cadet RPS

The Cadet class regulations (2022 Karting Yearbook B1.3.5) permit a previously Motorsport UK (or MSA at the time) registered Rear Protection System to be used until the end of this year only. So, for 2023, anyone using one of these will need to ensure that it is replaced with either a CIK Minikart homologated RPS, or a steel rear bumper complying with Motorsport UK requirements for Cadet.



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